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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IV • Number 7



THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. IV • May 1986 • NO. 7

• William E. Olson, Editor •

• 842 Mission Hills Lane, Worthington, Ohio 43085 •



LET'S GO !



BCA National in Indianapolis:

See You There!

Just a reminder to everyone about this year's Buick Club of America National Meet to be held at the Indianapolis Motor Speedway June 19-22. As I have said several times before, I am sure that were it not for BCA -- The Buick Club for all Buick owners -- this Club would not exist in its present form, and I believe we should all actively support BCA programs and events.

Dave Lewis and I are planning to be there, and I know many other members are also. And you will get to see--and buy! -- the fine merchandise offered by our advertisers. You'll also see a lot of terrific Buick cars. If you're wavering or waffling -- GO FOR IT! If the rest of the family can't face another car show -- LEAVE 'EM HOME! Hotel rooms in Indianapolis are going fast, so GET ON THE STICK!

Bill

FOUNDED BY



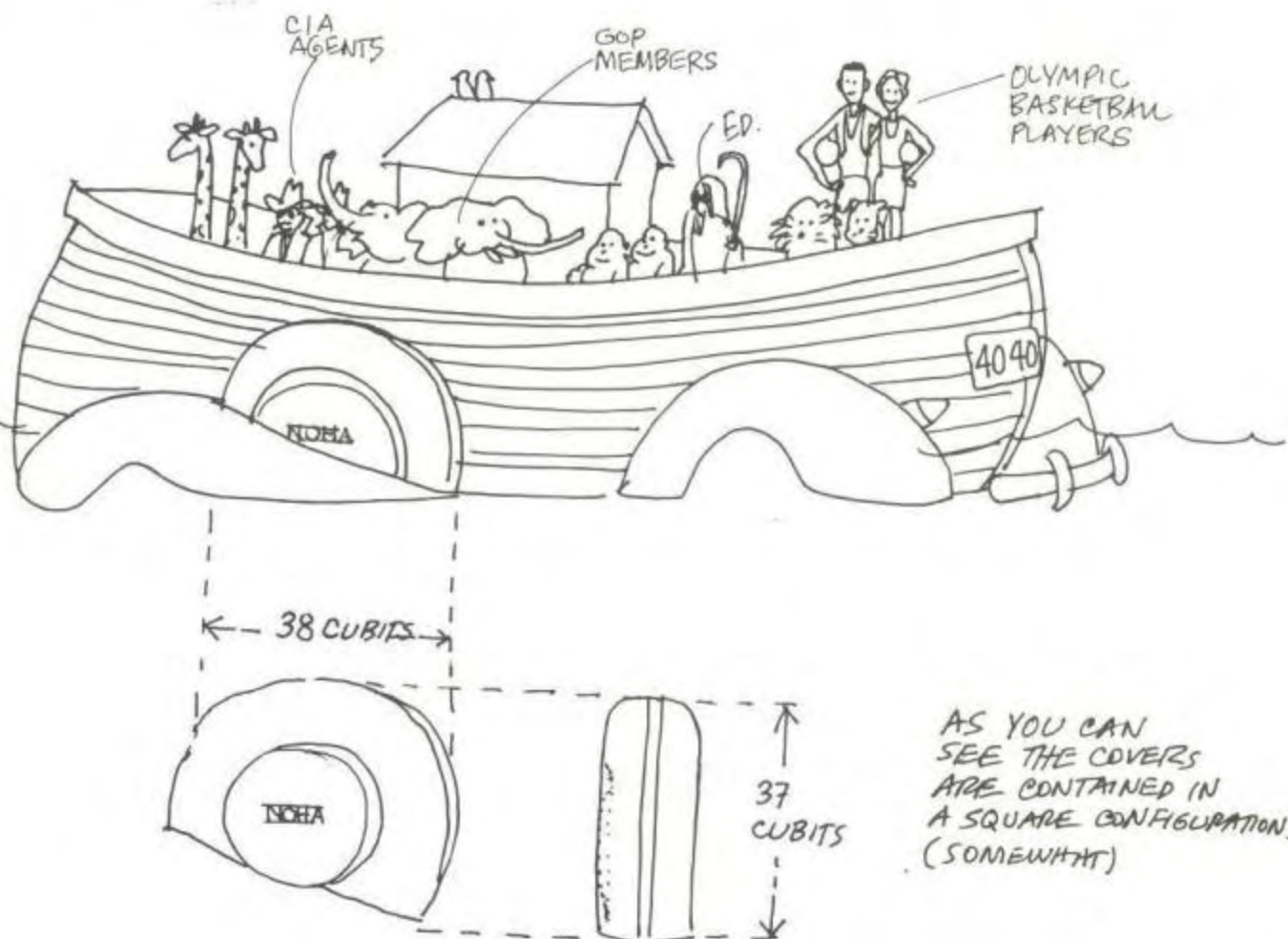
DAVE LEWIS

BACK COVER:
1938 LIMITED PICTURED AT THE GREENBRIER

The Chesapeake & Ohio Railway Company's world-famous resort, The Greenbrier at White Sulphur Springs, West Virginia, forms the backdrop for this 1938 advertisement. No car I know of can "level out the hills" in that part of the world, especially with 1938 roads, and, in those days, most people went there by train.

MORE FOOLISHNESS

As promised on page 1 of the last issue, the foolishness is back -- sooner than planned. Below is the response of our Madcap Art Director to my finger-wagging about sidemount cover dimensions. At first I thought: this is so bizarre, so far from anything that the brain of any rational, sober and serious car restorer might be expected to produce, that it must be suppressed. But the more I looked at it, the more convinced I became that those are reasons not for suppression, but for exhibition. (Besides, your wife will probably love it: "The monkeys are adorable!") So, here is The Original Amphibious Sidemount. What next? Heaven only knows!





CAR WANTED



CAR WANTED: 1938 Special or Century coupe or sedan. Looking for a good roadable auto in tight mechanical shape with good solid body. Prefer car that does not need serious work and has only minor rust. Radio and heater desirable. Ideally, should be within 500 miles of Philadelphia. I'm in the market for \$3500-4500 and would like to close a deal by the end of May. Help a fellow member find his dream car! Joseph DiPietro (#550), 301 South Rolling Road, Springfield, PA 19064. 215/544-2242.



NEW MEMBERS



NEW MEMBERS

Michael McMillen (#578)
4362 Briar Cliff Road
Oakland, CA 94605
415/569-8440
'38 81F

Benjamin Berman (#579)
13030 Farthingale Drive
Herndon, VA 22071
703/437-6820

OLD MEMBERS REJOIN

Gerald Aller (#438)
206 South Lawn Drive
North Baltimore, OH 45872
419/257-3163
'37 81F

Jerry Miller (#362)
144 Ken Rose Lane
Cave Junction, OR 97523
503/592-2482
'38 41

NEW ADDRESS

Keith Moser (#516)
9398 MacDuff Court
Roseville, CA 95678
916/791-7171



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TO
1953**

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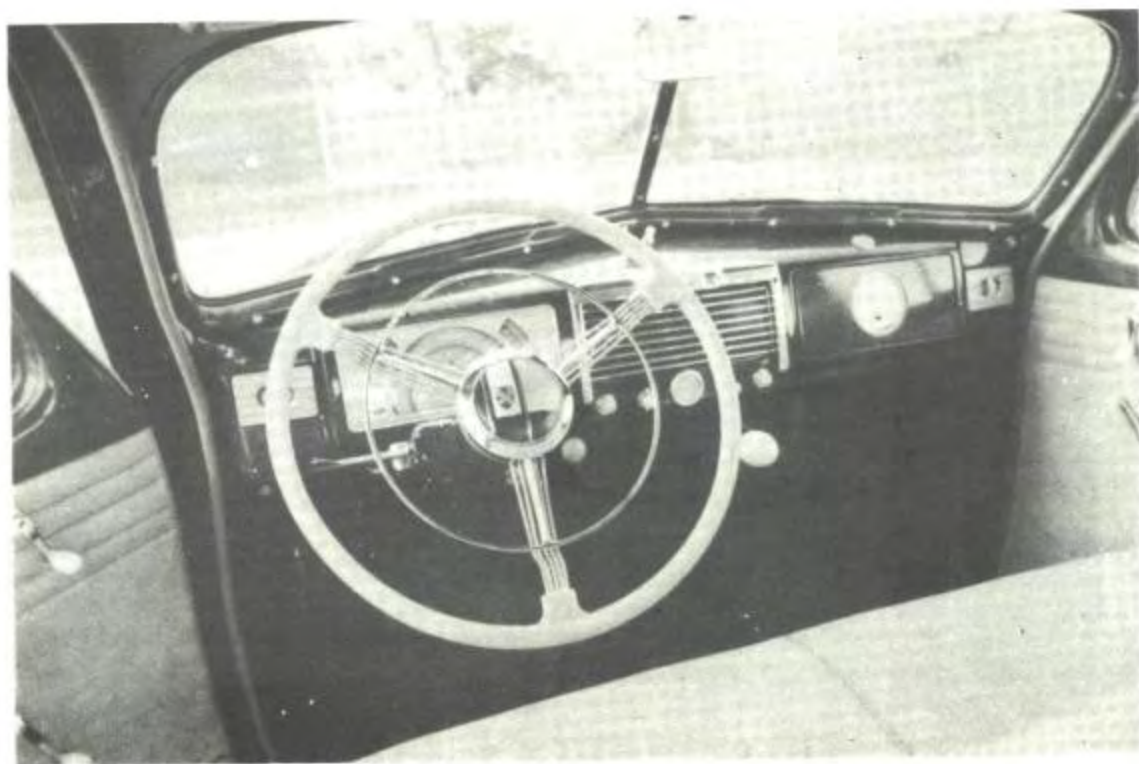
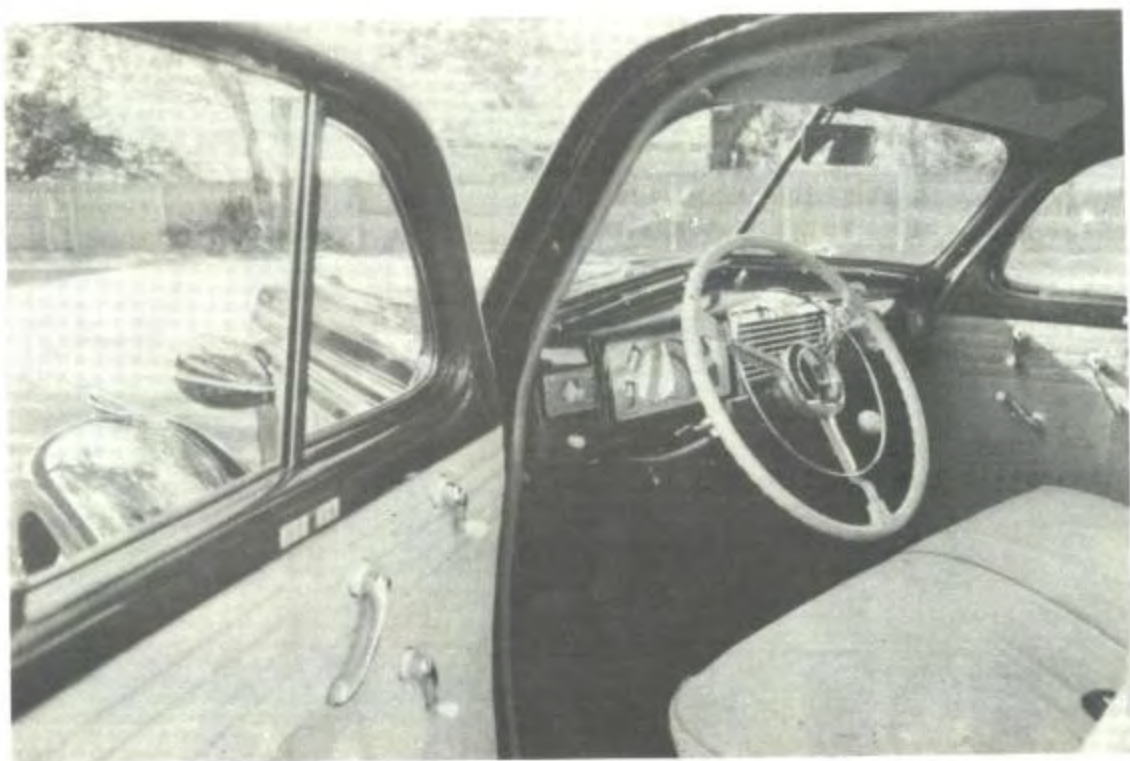
● photo album ●



● a fine 1938 model 41 ●

JOHN WOODRING ● LEXINGTON, KY

* Also on our Front Cover *





PURSuing A DREAM

The following is a slightly-shortened version of a very interesting and appealing saga -- I think that's the right word for it -- by Bob Cotant (#564) of Shreveport, Louisiana. You will see Bob's hair turn from red to gray, and hear of another awful entry in the Book of Tragedies, as he steadfastly pursues his dream to eventual triumph, aided by a little bit of luck along the way. You will also find out how not to store screwdrivers in the trunk of your car, or at least why valve caps are a good idea. Thanks and applause to Bob for a great story.

It was May, 1950. The required number of credits had been earned that would graduate an aggressive, competitive, red-headed youth. A job was available in a local sawmill which required a skill called brawn. I qualified and the high school principal granted permission to excuse me from attending classes during that last month.

What does this have to do with '38 Buicks? Read on. The sawmill superintendent took one look at me and placed me on the planer chain. I couldn't have been happier. This would allow me to save enough money by mid-June to buy Mr. Calahan's 1939 Chevrolet Master Deluxe Tudor. Graduation came, and so did the '39, and the hot summer sun.

by Robert Cotant • Shreveport, LA

By mid-summer a new face appeared next to me on the chain. A youth my age, whose uncle had found a pristine 1941 Century sedanette for his just-graduated nephew. It was a little old lady car, two-tone grey, 60,000 miles, and always garaged. \$600.00 bought the car for the nephew. During lunch hour my lumber-pulling companion and I would slip into our cars and drag. My '39 had a high torque engine, dual pipes, and Rochester carb. The Century would go by me so fast it was embarrassing. (He also beat every '50 Olds 88 he raced.) Many years of thinking about '38 Centuries began.

In the spring of 1961 I visited a wrecking yard in Hood River, Oregon for the purpose of buying a rear bumper for my '55 Chevrolet. Upon arrival I noted a 1938 Century coupe parked by the cutup shop. It had California plates, needed paint, and minor interior work. No body damage. No rust. It sounded great, but it idled rough, from two weak cylinders. I found the yard owner and inquired about the Buick. He told me a "wino fruit picker" sold him the car for \$7.50. He said he would sell it to me for \$20.00. I forgot about the bumper and paid him my only \$20.00 bill. He gave me a receipt and said I could take the car next weekend as the transient labourer was to bring him the title Monday. I returned on two consecutive Saturdays and left without the beautiful jump seat coupe. On the third Saturday I turned into the yard and my heart sank. The proud lady was not sitting by the shop - it was nowhere in sight. I found the owner and he explained that he had been sick the previous Monday. His yard crew, without someone present to line out their work, decided they would stay busy by cutting up the Buick for scrap. The honest yard owner refunded my \$20.00. He saw the obvious disappointment in my eyes. I felt he was sincerely sorry that such a fine automobile had been so totally wasted.

On my lonesome, 20-mile drive home, located in the heart of the towering Cascades, I vowed to one day own a 1938 Buick Century. As the years passed, though I did not actively pursue the purchase of my dream car, my eyes were always focused to that end.

In spring of 1973 a 1938 model 41 was found in Georgia. Black, and well cared for during its life in a one-owner family, it drew crowds when we used it. As nice as the low mileage, black beauty looked, it didn't live up to the driving expectations I had been nurturing all those years. The acceleration wasn't the same. So Blackie went to a new owner in 1975. 1976 found us moving to Shreveport. In 1977 we bought another '38 Special. This time a beautiful, show ready 33,000-mile business coupe of show quality. Alas it too fell short on the driving end, and was traded for a 1935 Ford roadster.

On a business trip to Seattle-Tacoma in 1984 an appointment was made to look at a '50 Olds convertible. As I rode with the Olds owner to the garage where it was stored we talked cars and he began naming those which he owned. I was rather abstract in attentiveness when I half heard, "and a '38 Buick Century." My heart jumped. A message flashed across the inner eye: COOL IT - BE CALM. "Uh, what kind of shape is it in." A literary pearl. He explained the model 61 lived in Pullman, Washington all its life. It belonged to a professor at WSU, who bought it new. (What 50 Olds?) He continued to describe the Century. Unfortunately the car was in Seattle and we were in Tacoma and sufficient time was not available to see it. I left with a vision.

Three months later (the owner said he would hold the car until arrangements could be made to see it) a friend and fellow car nut was able to coordinate with the owner and see the trunk-back sedan. When he called to describe the car, his excitement was duly noted. It was indeed a 27,000-mile, never-any rust- car that still had all original cosmetics including the woodgraining on the dash and window frames.

A deposit was sent. In October of 1984, some eight months after the initial encounter, I was again standing in the baggage area of Sea-Tac Airport. My friend and I picked up the Century, and we worked on my black prize five days. We rebuilt or replaced all the support mechanism one could expect could fail on the anticipated 3,000-mile journey to a PERMANENT HOME. The work list, made up weeks before, included items such as generator, water pump, fuel pump, starter, wiper motor, wheel bearings and seals, battery, blades and that was that. Oh yes, a tune-up, plugs, points, and condenser.

19 October, 1984, 5:00 A.M. was launch. The long black hood was pointed south on I-5. It was pitch black, and as usual along Puget Sound, Rain, Rain, Rain. The first pit stop, Vancouver, was to take on 11.7 gallons of petrol and one quart of oil. This scenario repeated itself eight times between Kent and Las Vegas, the home of my retired parents.

The first 1,200 miles took 21 hours to negotiate, an average speed of 57 M.P.H. The first inconvenience occurred just out of Bakersfield. A flat tire. It consumed eight hours of valuable time. I thought surely a passer-by will take pity on a gray-haired nut stranded on the freeway, and a native of the state to boot, but alas it was not to be. It was a one-in-a-million happenstance that caused the delay. I placed my tools, wrapped in a towel, in the center of the spare tire wheel which was lying in the trunk. A screwdriver (philips type) lodged against the open-ended valve core and deflated it. Finally a state trooper stopped to find out what was wrong. He could only call a tow truck out of Bakersfield. When it arrived, 35 lbs. of air put in the spare by me cost \$70.00. Within 10 minutes that long black hood was once again splitting the wind.

After a nice two-day visit with Mom and Dad we were once again on our way. At 2:00 A.M. on 25 October my lady and I pulled into her new permanent home driveway. Four days driving: 2,850 miles; 206.9 gallons of gas; 10 quarts of oil; and \$237.79 spent on gas and oil. Also a new muffler and exhaust pipe were installed in Vegas.

A point worth noting regarding the oil consumption. Nine of the ten quarts of oil used on the trip were burned in the first 1,700 miles of the trip. At that point the tailpipe turned white and the remaining quart was added close to home. A very high detergent oil was put in the engine prior to leaving. Also a Fram toilet paper roll filter was installed at that time. The roll was changed twice enroute with little if any loss of oil. I feel the detergent oil freed the rings. The increase in power was notable.

THE LADY will soon receive her first new outfit. A new black coat; fresh tires; new bright work front and rear; and the material on the seating area of the front and back seat will be replaced. The driver's seat area is starting to tear from old age.

I hope my fellow 1938 Buick connoisseurs can relate to this experience as a sharing one.

Great Story! Thanks, Bob.

BUICK

EVOLUTION



THE EVOLUTION OF A BUICK RESTORER

After three years as a "closet restorer," going around shyly asking questions that I'm sure gave Dave Lewis several chuckles, I have decided to come forth and relieve the embarrassments from Bill Olson's innuendoes that there are, perhaps, too many takers in the Club and too few contributors. (Editor's Note: Did I say that?)

My contribution here will not be in the technical aspects of 1937 Buick restoration, but rather as an expert at expending dollars, which has silently (in retrospect) become rather alarming, but pleasurable.

Some unknown motive caused me to start examining the Antique-Classic Car section of the San Francisco Examiner. The year 1937 stopped by scan - that was the model year of my first car! The fact that the car for sale was a Buick Century Model 61 was of little importance, in view of the fact that I did not remember even what one looked like. Later, in my restoration experience this became, as you can imagine, quite a problem. Adding to this, the fact that I didn't know anyone who had even a slight knowledge of 1937 Buicks.



by Charles VanKoten • Atherton, CA

"The Buick in a Box," as my wife labeled it, came to my workshop in Atherton, CA from San Francisco. I soon discovered that I needed a special shop for such a distinguished auto. A 30'x30' building was completed. Next, I needed an air compressor and a sand blaster. Hydraulic jacks, engine stand, chain hoists, tool sets, vises, body tools, were soon added to my Mastercard bill. I forgot to mention the parts washer, glass bead machine, spray guns, paint inventories, water separators and many other items my wife does not even know about.

And, to show how dumb I was, when this jewel was finished, I took it to the Palo Alto Concours! As my wife and I proudly drove to our spot on the grass next to a 1937 Ford we counted four people on their knees brushing grass off the Ford's tire treads with toothbrushes, and suspected we were in trouble. Now this 1937 Ford would have caused Henry to rise from his grave in pride. Needless to say, we didn't win "Best of Show." I think a \$750,000 Bugatti won.

However, the fire was lit, and I was determined to press on. I do remember awakening in Portland, Oregon and thinking, as I looked upon two trucks loaded with the pieces of a 1937 80C Phaeton: "What have I done?" That was a year ago and I now have another 30'x40' shop with paint booth, tig welder, and woodworking equipment required by this model.

For fear of losing Club members, I will close by saying there is also a 1937 Buick Century Opera Coupe waiting to enter the restoration shops on its road to "BEST OF SHOW."



In a previous issue, we presented "Using a Vacuum Gauge." I thought of calling this short piece by Charles VanKoten (#388) "Using a Mastercard" but thought that a bit flippant. So I've used the title Chuck gave it. Many of us have found that getting an antique car (or maybe two, or three) was only a beginning: it led to tools, and more tools, and then a place to house the tools -- not to mention the cars. And the fancier the tools, the more room they need. This leads to architecture! And because of all you've spent -- or expect to spend -- on the tools and the cars, you'd better do the architecture yourself. And by the time you finish that, even if you don't feel like a stamp collection would have been a much better idea, it has occurred to you more than once that for the same money you could probably have outbid everyone at a Kruse auction years ago on a No. 1 car and been driving it around and showing off all this time. But of course, that wouldn't have been anywhere near the fun! Or would it?

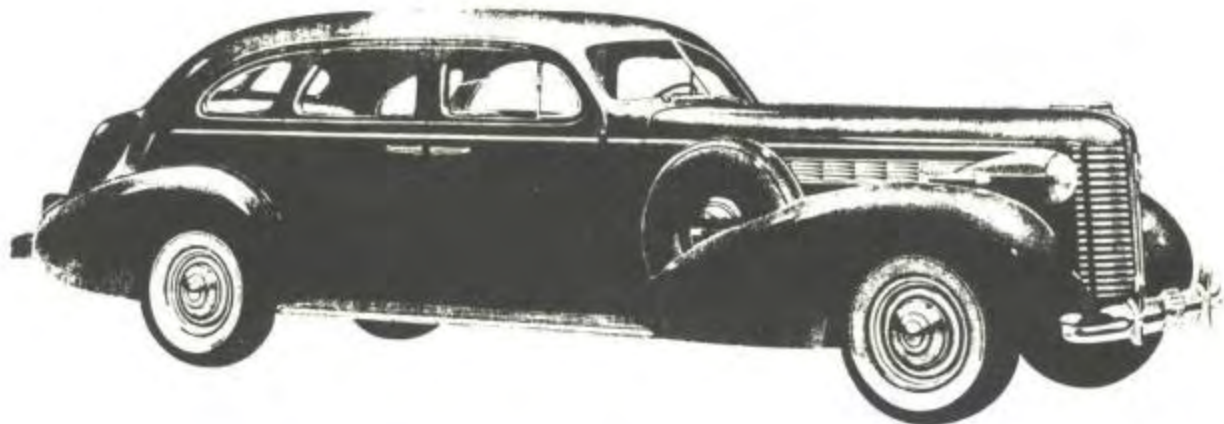
Other readers are invited to submit photos -- and plans -- of their architectural efforts. This would make an interesting, and different, feature. How about it, shop and garage builders?

Bill

VINTAGE AUSTRALIA



1938 Holden ~ John Beagle



Notes on Judging - Part 2

Continuing our "Notes on Judging" feature from last issue, here are reproductions of three forms, courtesy again of John Steed. The first is the BCA Informal (200 point) form, which we understand will be used at this year's BCA National. To those of you planning to show your cars at Indianapolis, this is what you will be scored by. It is interesting to compare this to the BCA Formal (400 point) form, which we have also included, as well the form used by the Central Indiana Chapter at its show last year. It is probably unnecessary to dwell on the differences, as you can read and evaluate them for yourselves. John says he is not convinced that any form is worth much for guiding a restoration, and I agree. It is worth pointing out, though, that the 200-point form does not attempt to distinguish authenticity and condition or workmanship, as does the 400-point form. Obviously, however, the judges are bound to consider authenticity. So how would you rate a beautifully-done lemon yellow paint job on a '37 Roadmaster sedan? On a Century convertible? You'll note that on the 400-point form, the condition of paint is much more important than authenticity. One can observe the "condition" of body work, but how to evaluate its "authenticity"? Points off if you suspect Bondo? Your Editor cannot answer such questions; all I can do is suggest that you study the forms and "judge" for yourselves.

I think it would be most interesting and helpful to the membership if those of you with experience -- good and not so good -- at shows in the past would share some of that experience. Tell us what mistakes to avoid -- what you lost points for. Names may be withheld to avoid embarrassment, if you wish. While many things may be relatively obvious, or at least should be, many others may not be so obvious. For example, I have been told that people were "docked" at a major show for stainless steel exhaust systems: not "authentic," I guess. However, the judges accepted exhaust systems painted with the high-temperature stainless steel paint. Does this make sense? Will all judges follow it? I don't know.

Bill



Buick

CLUB OF AMERICA

INFORMAL
JUDGING
FORM

CLASS No.	ENTRY No.
YEAR	MODEL No.
NAME	BCA No.

INTERIOR

	POINTS Earned/Possible
Upholstery	/ 14
Floors & Coverings	/ 6
Headliner; or Bows & Pads	/ 6
Instrument Panel-Complete, Working	/ 8
Controls-Wheel, Pedals, Switches...	/ 6
Electrical System	/ 6
Hardware- Door Handles, Cranks	/ 4
TOTAL POINTS	/ 50

EXTERIOR

Metal Work	/ 7
Paint	/ 7
Plating	/ 14
Top - Boots & Curtains (if any)	/ 7
Trunk / Tools	/ 9
Glass	/ 4
TOTAL POINTS	/ 48

ENGINE & CHASSIS

Engine & Compartment	/ 15
Chassis & Tires	/ 7
Electrical System	/ 6
Cooling System	/ 5
Exhaust System	/ 7
Hub Caps	/ 5
TOTAL POINTS	/ 45

FIRE EXTINGUISHER MANDATORY FOR SHOWING CAR

OPERATIONAL / SAFETY

	Earned/Possible
Engine (Start & Condition)	/ 12
Lights	/ 8
Horn(s)	/ 4
Steering (Play)	/ 5
Brakes - Foot & Hand	/ 4
Windshield Wipers	/ 4
TOTAL POINTS	/ 37

OFFICIAL TALLY - TOTAL POINTS

CATEGORY	Earned/Possible	APPROVALS
Interior	/ 50	
Exterior	/ 48	
Engine & Chassis	/ 45	
Operational Check	/ 37	
Factory Accessories	/ 10	
Owners Manual	/ 5	
Additional Lit.	/ 5	
ACCUMULATED TOTALS	/ 200	



Buick

CLUB OF AMERICA

FORMAL
JUDGING
FORM

CLASS No.	ENTRY No.
YEAR	MODEL No.
NAME	BCA No.

FIRE EXTINGUISHER MANDATORY FOR SHOWING CAR

INTERIOR	AUTHENTICITY Earned / Possible	CONDITION Earned / Possible
Upholstery	/ 18	/ 14
Floors & Coverings	/ 10	/ 6
Headliner, or Bows & Pads	/ 8	/ 6
Instrument Panel - Complete, Working	/ 12	/ 8
Controls - Wheel, Pedals, Switches...	/ 8	/ 6
Electrical System	/ 8	/ 6
Hardware - Door Handles, Cranks	/ 6	/ 4
TOTAL POINTS	/ 70	/ 50

EXTERIOR

Metal Work	/ 7	/ 20
Paint	/ 7	/ 18
Plating	/ 14	/ 7
Top - Boots & Curtains (if any)	/ 7	/ 9
Trunk / Tools	/ 9	/ 10
Glass	/ 4	/ 6
TOTAL POINTS	/ 48	/ 70

ENGINE & CHASSIS

Engine & Compartment	/ 20	/ 15
Chassis & Tires	/ 10	/ 7
Electrical System	/ 9	/ 6
Cooling System	/ 8	/ 5
Exhaust System	/ 8	/ 7
Hub Caps	/ 5	/ 5
TOTAL POINTS	/ 60	/ 45

OPERATIONAL / SAFETY

Engine (Start & Condition)	/ 12
Lights	/ 8
Horn(s)	/ 4
Steering (Play)	/ 5
Brakes - Foot & Hand	/ 4
Windshield Wipers	/ 4
TOTAL POINTS	/ 37

OFFICIAL TALLY - TOTAL POINTS

CATEGORY	Earned / Possible	APPROVALS
Interior	/ 120	
Exterior	/ 118	
Engine & Chassis	/ 105	
Operational Check	/ 37	
Factory Accessories	/ 10	
Owners Manual	/ 5	
Additional Lit.	/ 5	
ACCUMULATED TOTALS	/ 400	

REVISED 1983



ALL-BUICK SHOW AND SWAP MEET

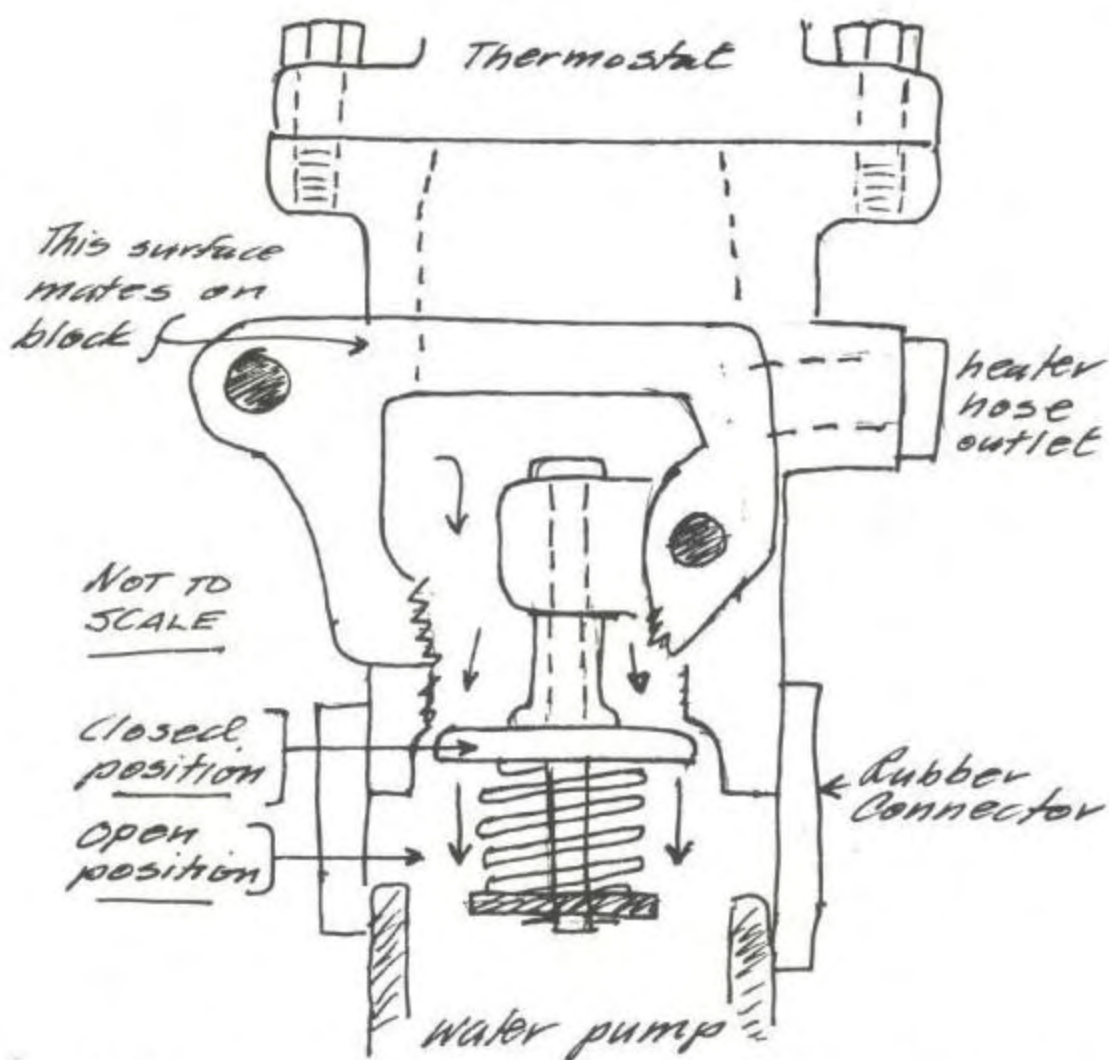
JUDGING FORM

NAME _____ Registration No. _____ Class _____

YEAR _____ Model No. _____ Color _____

SCORING

	Maximum Points	Points Awarded
1. Interior (Upholstery, Flooring, Trim, Dash, etc.)-----	20	_____
2. Glass-----	5	_____
3. Paint-----	10	_____
4. Body and Top (Condition of)-----	15	_____
5. Undercarriage-----	10	_____
6. Chrome-Plating or Brass-----	10	_____
7. Wheels and Tires-----	5	_____
8. Engine Compartment-----	10	_____
9. Authenticity of Restoration-----	15	_____
Maximum Total-----	100	
TOTAL POINTS AWARDED-----		_____



"Cutaway" sketch of water by-pass valve.

Water enters from the direction in which you are looking. If the thermostat is closed, pressure will force the spring-loaded valve down. When the valve is closed, there is a small passage around its edges.



THE
TORQUE·TUBE
THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB SINCE 1980





TECHNICAL TIPS



A Tech-Tip Medley

We received a letter containing several interesting tips and observations from Norman Feil (#271) of Merritt Island, Florida. A slightly-edited version of Norman's comments appears below. He concluded the letter by saying: "This long-winded letter is the result of being in Hawaii for a month with nothing to do, while waiting for my daughter to have a baby." Norman did not say whether he was early or the baby was late, and I guess it doesn't matter. I do think, however, that I could keep occupied for a month in Hawaii and not even think about cars or this publication, provided the money did not run out. I gather that Norman's been there before, and so may be a bit more blasé about it.

* * * * *

Overheating

In Vol. III, Issue 7, Page 22 you had a question regarding a '38 Buick Roadmaster where the back of motor was hot and radiator cool. The Buicks have a bypass valve in the thermostat housing. Check Vol. I, Issue 8, Page 17. I think Buick is the only car with this system. This valve is to relieve the pressure on the pump when the thermostat is closed. It lets the water circulate back through the block. If this valve is stuck open -- or many people took them out completely thinking they were only more garbage to cause trouble -- then the water mostly recirculates back through the block and not through the radiator, making the block hotter and radiator cool. This has ruined a lot of good Buicks and there are a lot more having trouble because of this.

Combination Fuel Pumps

Another thing that sent a lot of them to the junkyard or motor overhauls that they didn't need is the dual action fuel pump. When the vacuum side diaphragm went bad, it sucked the oil out of the crankcase into the motor. My first experience with this was in W.W.II. I bought a magnificent '37 Century 2-dr. fastback -- black with new W.W. 700 x 15 tires and only 28,000 miles, for \$425. They were a 2-car family; this was the wife's car and spotless. They told me it burned a little oil. It always ran fine for me but once in a while the wipers didn't work well. I could drive 500 miles and not burn a drop of oil and then in 25 miles it would be empty. Very inconsistent.

Finally one rainy day the wipers didn't work. I tried to fix them and got nowhere. Then I took it to the Pontiac dealer in Hilton, NY, a small town near me. The owner, an old-timer, laughed and said it was the fuel pump. I knew him pretty well and I thought he was pulling my leg. I'd always had Fords, so how, I thought, could a fuel pump fix the windshield wipers. He pulled the fuel pump and there was a slit in the diaphragm on the vacuum side. He got a fuel pump kit from a Pontiac that looked about the same and made it fit. Wiper and oil problems were solved! It cost me under \$2.00.

I spoke to the lady afterwards. She said the Buick dealer in Rochester, NY told her the motor needed overhauling, so she sold the car. Through the years many people told me they had their Buicks overhauled and then had to fix the vacuum side of fuel pump to stop oil burning.

Water Pump Lubricants

After the war ('46-'56) I had a gas station in the country near Rochester, NY. I had a bunch of old Ford, GMC and Chevy trucks. I only used them in the fall hauling tomatoes and apples. Then we would drain the radiators and let them sit till the next year. Every fall we got them out in a hurry and filled them with water. In a few days the radiators were rusty and the water pumps started to leak. One year a young fellow who worked for me suggested we get the trucks out and started up before the last minute. So he went all out and even put in rust inhibitor with water pump lubricant. Not one leaky water pump.

After that we did it every year and didn't have any water pump problems.

About 6 years ago, I bought a 40 Buick Special motor that hadn't run in years and I started it up and the water ran out of the water pump in a stream. Installed rust inhibitor with water pump lubricant and presto after running 30 minutes it stopped leaking.

This fall at Carlisle and Hershey I bought a 38 Ford that hadn't run much in 5 years so when I started it up the water pump leaked so installed rust inhibitor with water pump lubricant and after 2-3 days of running now and then the pump stopped leaking.

Parts that Will Work in a Pinch

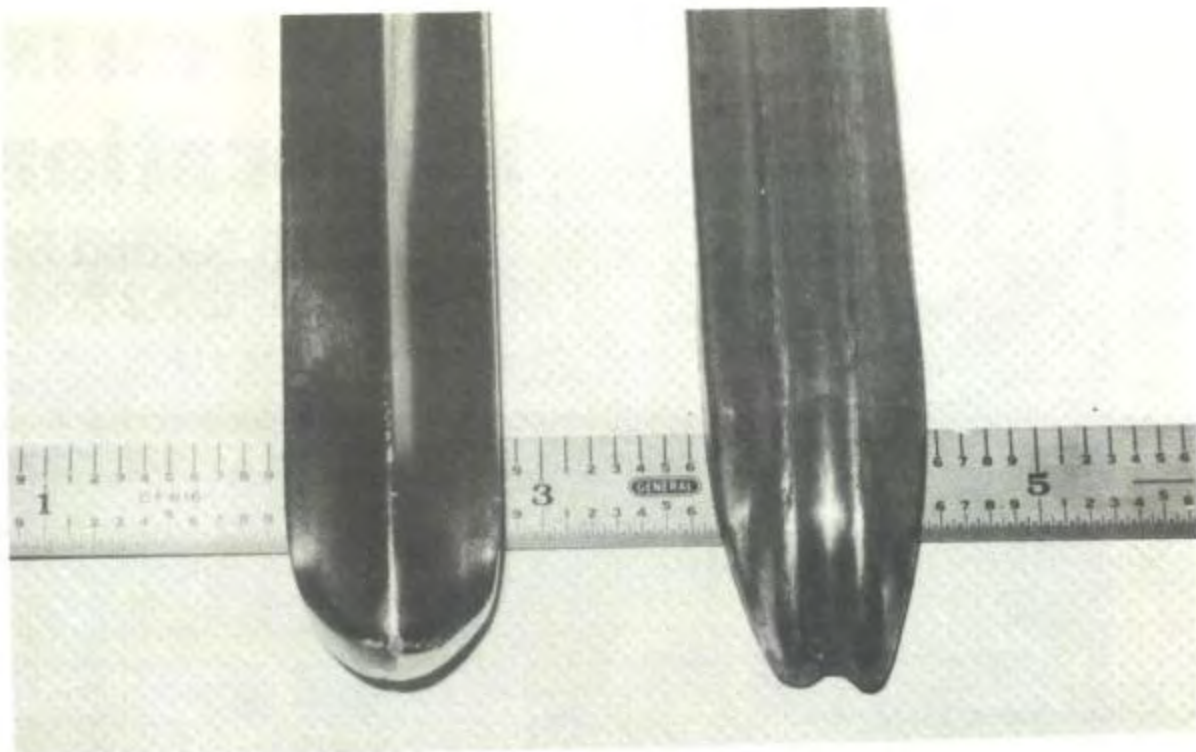
You can use '37 and later Chevy fuel pump on '37-'40 Buick Special, but install it with sediment bowl on top. The fuel pump flange will be upside down to the flange on the motor. But this way it pumps in the right direction. If you put it the way that it looks it should go, it will pump but the wrong way. Just make a gasket that covers the hole. Works fine, especially in emergency.

'40-'48 Chevy generators and voltage regulators will fit '38 Buicks. However, the oil holes in the generator will be on the bottom. Add oil and turn the armature a few times before installing. For non-show and emergency use this. Works fine. Some Ford V-8 2 barrel carbs will fit Special Buicks but have to run rich so you don't burn valves from too lean a mixture.

* * * * *

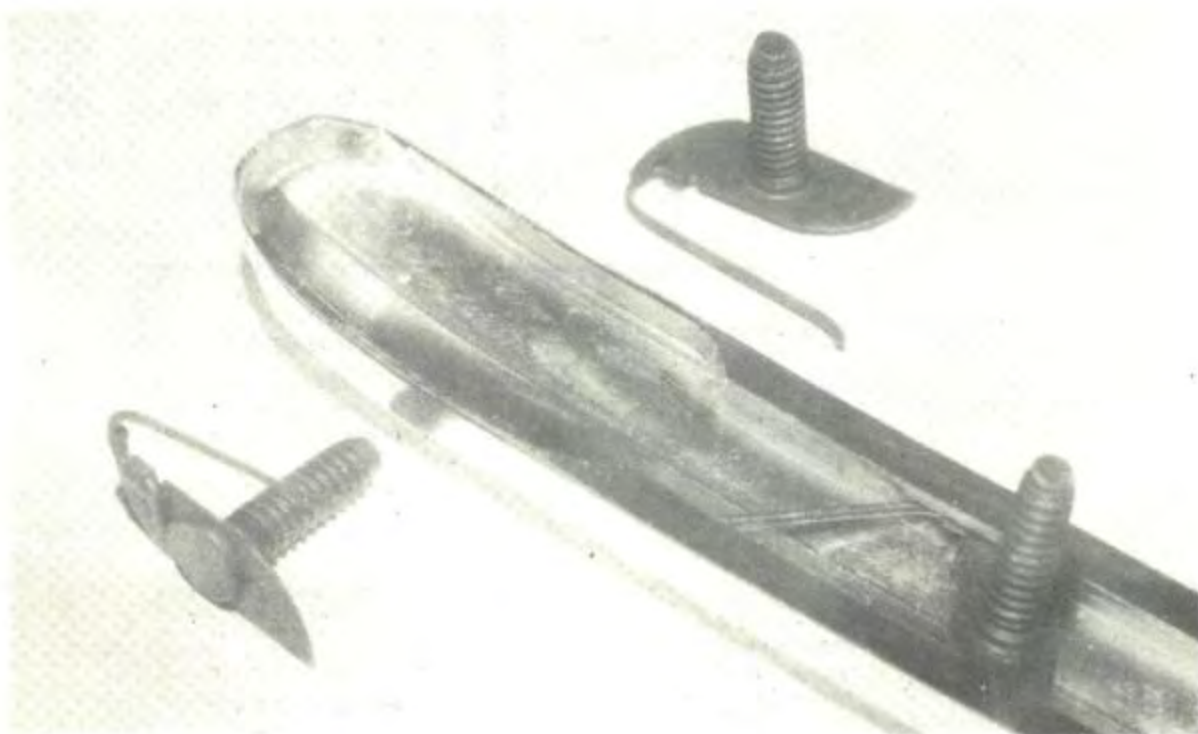
Thanks, Norman. I would add a couple of comments of my own. First, almost all ethylene glycol coolants have a rust inhibitor and water pump lubricant in them, so adding something probably shouldn't be necessary, although I daresay it wouldn't hurt. For those of you in warm climates who rely on plain water, however, the additive is highly desirable. Second, the fuel pump story brought back memories of my college days. My roommate had a 1950 Olds with one of those combination pumps. It suddenly started to burn great quantities of oil and blow clouds of smoke. I mean clouds: whole buildings would disappear in the fog when we started it up. We were stumped, too, until some old duffer in a gas station said "'At's yer fuel pump." And so it was. To protect the Connecticut State Police from embarrassment, even though it's now 30 years ago, I will not add anything about how we outran them in the Olds at an indicated 110 mph on the Merritt Parkway. Thank God we only tried it once!

— Bill



**RUNNINGBOARD MOLDINGS:
THERE IS A DIFFERENCE.**

An interesting photo by Paul Culp (#508) shows the difference between 1937 (on the right) and 1938 runningboard moldings. Some nice reproductions (in aluminum) of these can be obtained from Club member Jim Campbell (#134) of Perry, Michigan. The neat clips by which the moldings are held are shown in the lower photo.





Dave Lewis Restoration

3825 South Second St.
Springfield, IL 62703
217« 529»5290

1937 ELECTRIC CLOCK INSTRUCTIONS

The original (slightly discolored but otherwise intact) has been enlarged about 20% for clarity. Courtesy of Dave Lewis (#237), Springfield, IL.

This clock is of the impulse type and winds every $3\frac{1}{2}$ to 4 minutes. The current consumption from the battery, on re-wind, is so small as to be negligible.

It also is of the self-starting type. Should the car battery be removed, or the current supply be otherwise cut off, the clock will start itself as soon as current is again supplied.

PRINTED IN U.S.A.

THIS IS A

Genuine

BUICK

ELECTRIC CLOCK

MANUFACTURED
ESPECIALLY FOR

BUICK MOTOR CO.
Flint, Michigan

INSTRUCTIONS FOR OPERATING

Before leaving the factory, this clock was fully regulated. It is possible that handling since that time has affected its close timekeeping. If so, regulate as follows:

If the clock runs fast, move the lever toward "S." If slow move the lever toward "F." One graduation of the lever will make a difference of about one minute per day.

To set the hands, lift up set button safety lock and press in on set button. Turn in desired direction.

Guarantee

THIS clock is guaranteed for one year against any defects whatever (except abuse) and will be put in new condition, free of charge, during this period if returned, postage paid, to your Buick Dealer.

AFTER EXPIRATION OF THIS GUARANTEE THIS CLOCK WILL BE PUT IN NEW CONDITION BY THE MANUFACTURER, AT ANY TIME, FOR A SERVICE CHARGE OF \$1.50 PLUS RETURN POSTAGE.

BUICK MOTOR CO.
Flint, Mich.

IMPORTANT READ CAREFULLY

When installing clock—

First: Make all wire connections, **except red wire.**

Second: **Touch red wire firmly** to center terminal of instrument light switch, to make the initial wind of the clock.

CAUTION

It is very important that this initial wind be fully made. After the **red wire** has first been touched to the terminal, as above, strike it immediately again to the center terminal, to see if there is a spark. If there is, allow the clock to run down until it stops ticking, and repeat as above until there is no spark. Then immediately make the permanent connection before clock runs down which will require from three to four minutes.

WARNING

If the above procedure is not followed correctly, the fuse at the back of the clock may be blown and will have to be replaced.

PRINTED IN U.S.A.

READ CAREFULLY

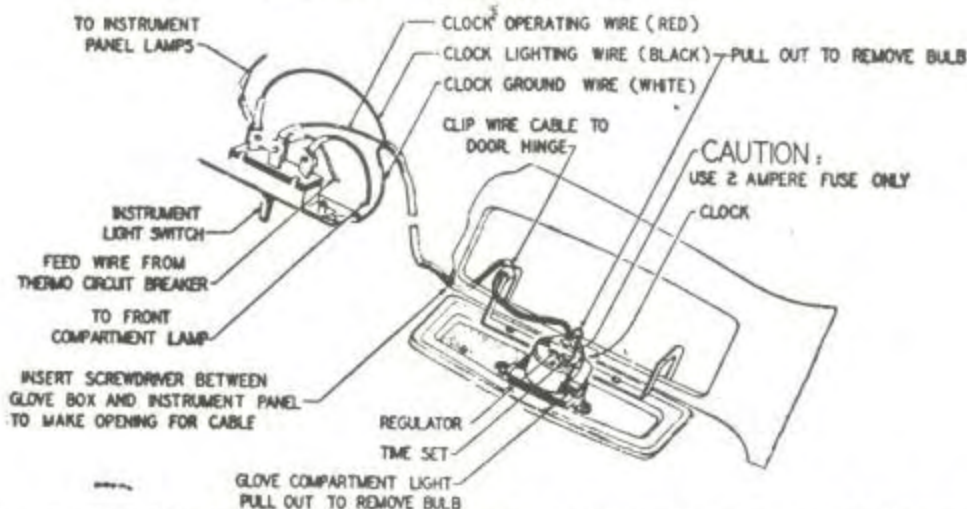
INSTALLATION INSTRUCTIONS

for

**1937
BUICK
ALL SERIES**

ELECTRIC CLOCK

1937 - BUICK ELECTRIC CLOCK INSTALLATION



1. INSTALL CLOCK IN GLOVE BOX DOOR IN PLACE OF MEDALLION, USING THE SAME NUTS AND LOCK WASHERS.
 2. CLIP WIRE CABLE TO HINGE TO PREVENT CHAFING ON SHARP EDGE OF DOOR OPENING.
 3. ATTACH CLOCK LIGHTING WIRE (BLACK) TO LEFT HAND TERMINAL ON INSTRUMENT LIGHT SWITCH.
 4. CONNECT CLOCK OPERATING WIRE (RED) TO CENTER TERMINAL INSTRUMENT LIGHT SWITCH.
 5. LOOSEN RIGHT HAND INSTRUMENT LIGHT SWITCH MOUNTING SCREW AND INSERT SPADE TERMINAL ON CLOCK GROUND WIRE (WHITE) BETWEEN SWITCH AND INSTRUMENT FLANGE, THEN TIGHTEN SCREW.
- IF PROPERLY CONNECTED THE CLOCK WILL BE ILLUMINATED WHEN THE INSTRUMENT PANEL LAMPS ARE TURNED ON. THE CLOCK IS SELF STARTING, WINDING APPROXIMATELY EVERY 3½ MINUTES AND CONSUMES A NEGLIGIBLE AMOUNT OF CURRENT. THE GLOVE COMPARTMENT LIGHT ON THE BACK OF THE CLOCK WORKS AUTOMATICALLY, TURNING ON WHEN THE DOOR IS OPENED AND OFF WHEN IT IS CLOSED.



Oil Pump Repair



Article and Photos by Paul Culp (#508)

This project is generally done in connection with other engine repair work. However, when oil pressure is low, sometimes the pump is the culprit, and heavy repairs can be avoided. Obviously, a rebuilt pump won't help worn bearings, but in some cases restoring the pump is all that is necessary. (Editor's Note: See Vol. IV, Issue 1, page 14.)

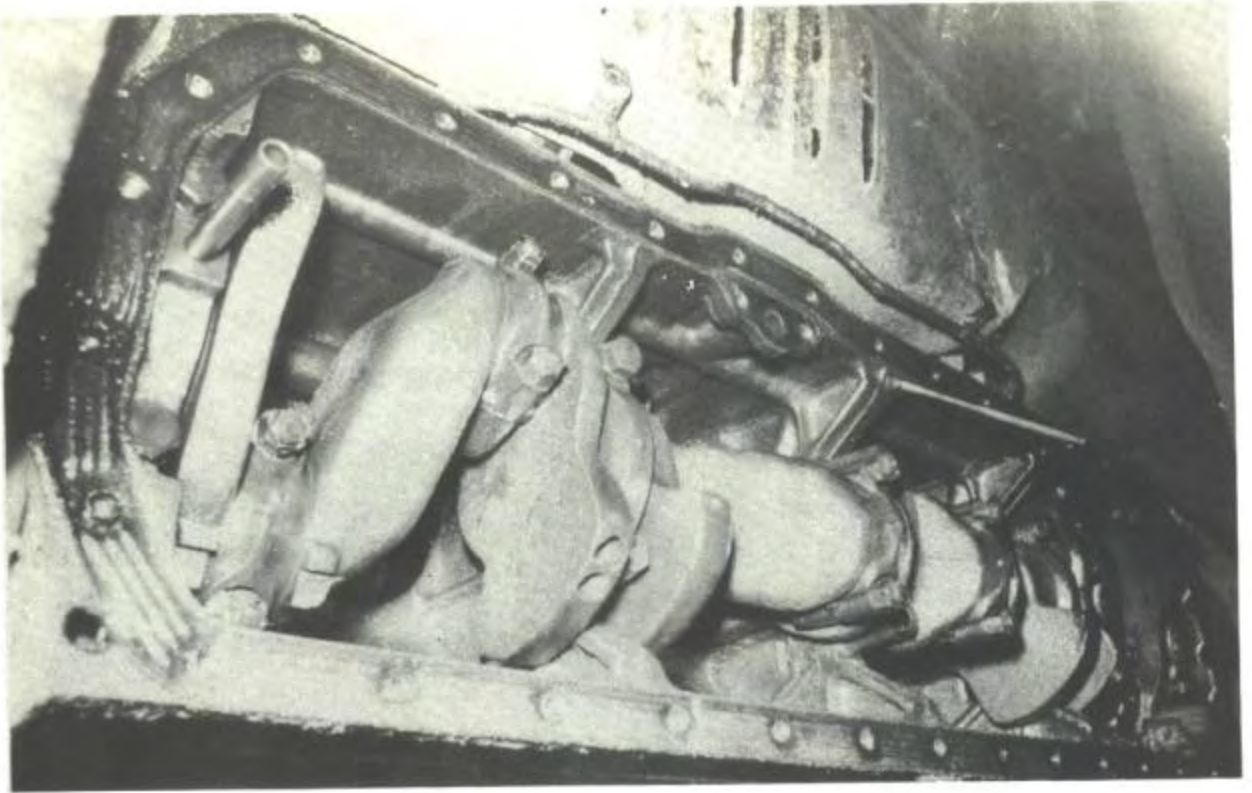
After the oil pan is removed -- you must first remove the front stabilizer bar -- disconnect the pump by removing the two cap screws that fasten it to the block. The float separates after the cotter pin is removed. My float was quite heavy and sank in the cleaning fluid. I found a pin hole in the float chamber, which had allowed the float to fill with oil. The float is designed to take oil into the pump from the top level of the oil in the pan, so that sludge and contamination sink to the bottom and are not recirculated through the pump. If the float does not work properly and sinks to the bottom, excessive wear on the pump and other engine components may result. I enlarged the small hole so the old oil could drain out, then cleaned and dried the float and screen thoroughly, and welded the hole closed.

After the pump was cleaned, I measured the gear end clearance (i.e. the length of the gears versus the depth of the chamber in the pump body casting). The specification (see, e.g., 1938 Shop Manual Section 6-27) calls for .0005 to .004. Mine was .007, or about .003 over the maximum. I believe this was permitting oil to bypass the gears, rather than being displaced by them. I removed some metal from the mating surface of the pump body using a surface grinder, closing the clearance to .001. Any machine shop can do this work for about \$15.00. (Editor's Note: Be sure the mating surfaces of the body and cover are machined absolutely flat, so they come together with no gaps. The cover may need to be machined also; if that is done, be sure what you take off both surfaces is sufficient to achieve the correct tolerance. If the body and cover do not mate perfectly, the pump will leak, and all your work will be for naught!)

Next I measured the piston and cylinder of the relief valve. The valve area was gummed up and the piston had become galled, which prevented it from moving in the cylinder. If this piston becomes frozen it may not permit maximum oil pressure to the bearings. When there is too much pressure, the valve opens. If it is stuck closed, you may get too much pressure, especially at low speeds. In my case, it was stuck open, constantly relieving pressure: not enough pressure at high speed.

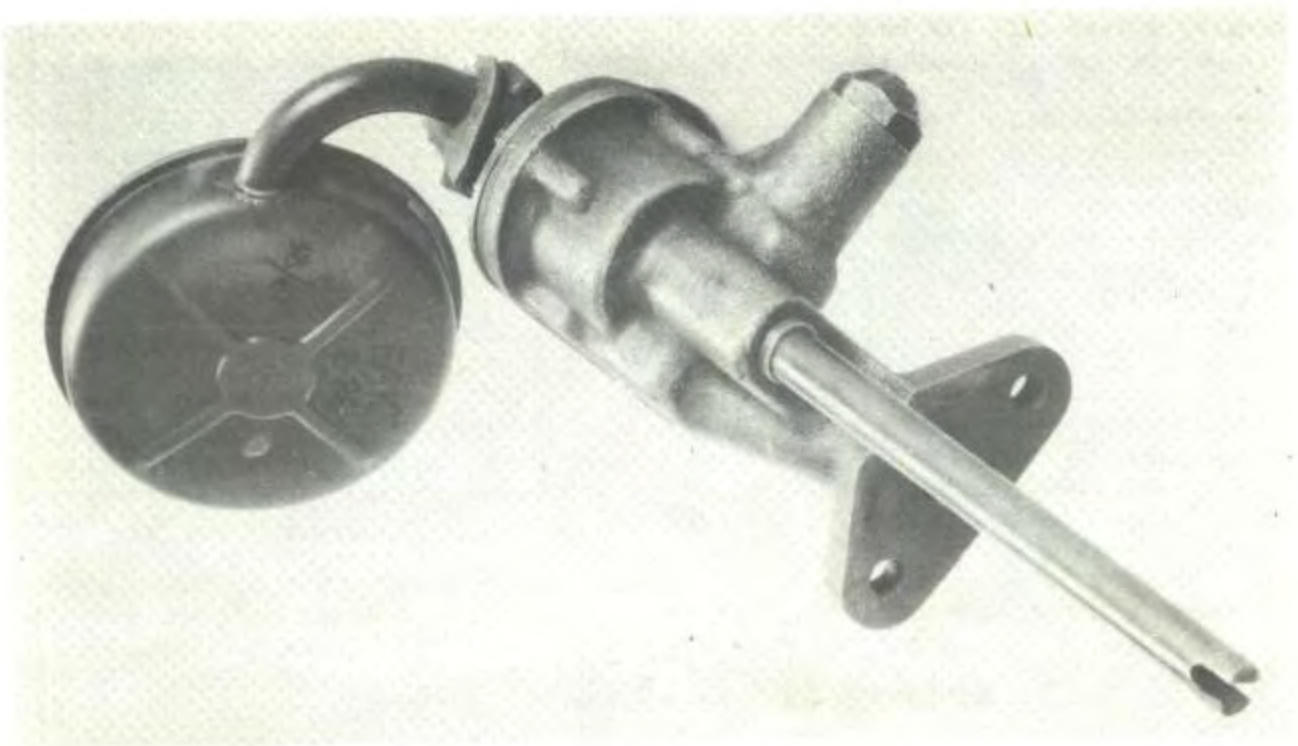
Cleaning up the piston did not work, since it came out .006 under size. The cylinder bore, however, was worn by only .0005. I made a new piston from tool steel and finished it to .562. It works very well. (Editor's Note: A machine shop that does custom work could make this for you. Or you can have the whole pump rebuilt by one of the specialty firms. See, for example, ads of Terrill Machine, Inc. and Egge Machine Company in Hemmings or Cars & Parts.)

Before replacing the pump, I recommend filling it with oil. This will get you to proper pressure much more quickly.



BOTTOM END OF 60 SERIES ENGINE

Oil pump attachment flange and oil passage at top center.



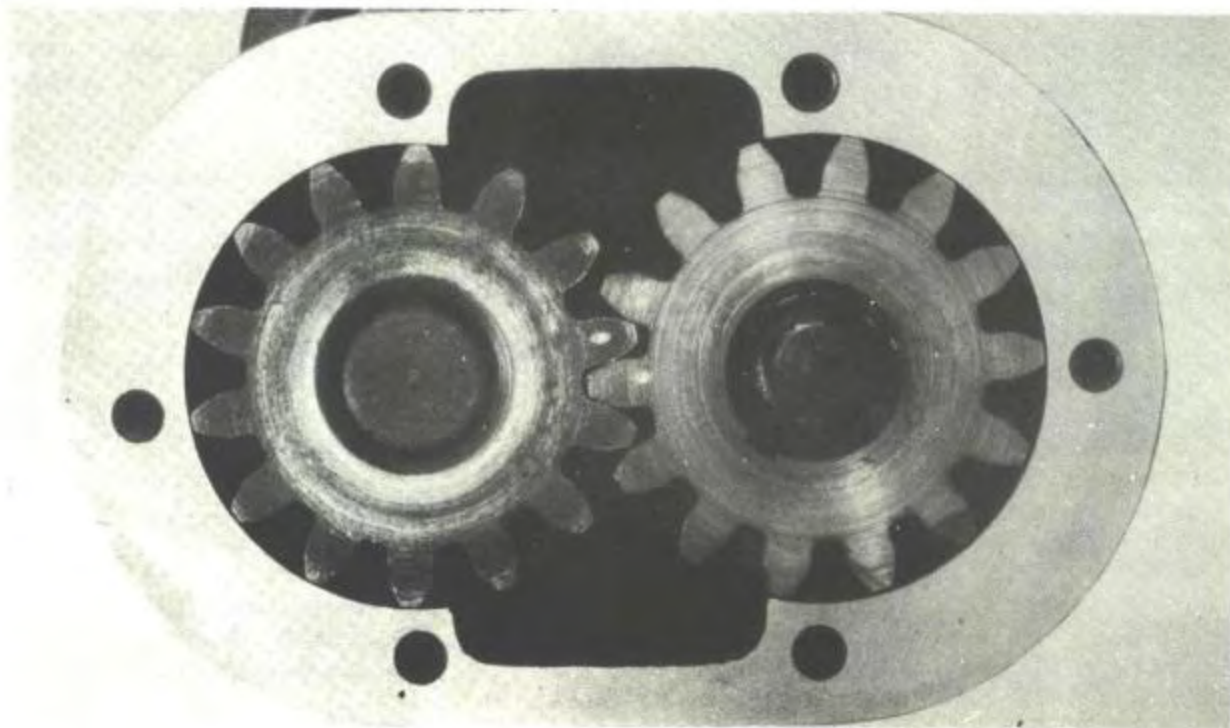
OIL PUMP AS REMOVED FROM ENGINE

This shows how the drive shaft is keyed into the bottom of the distributor drive off the camshaft.

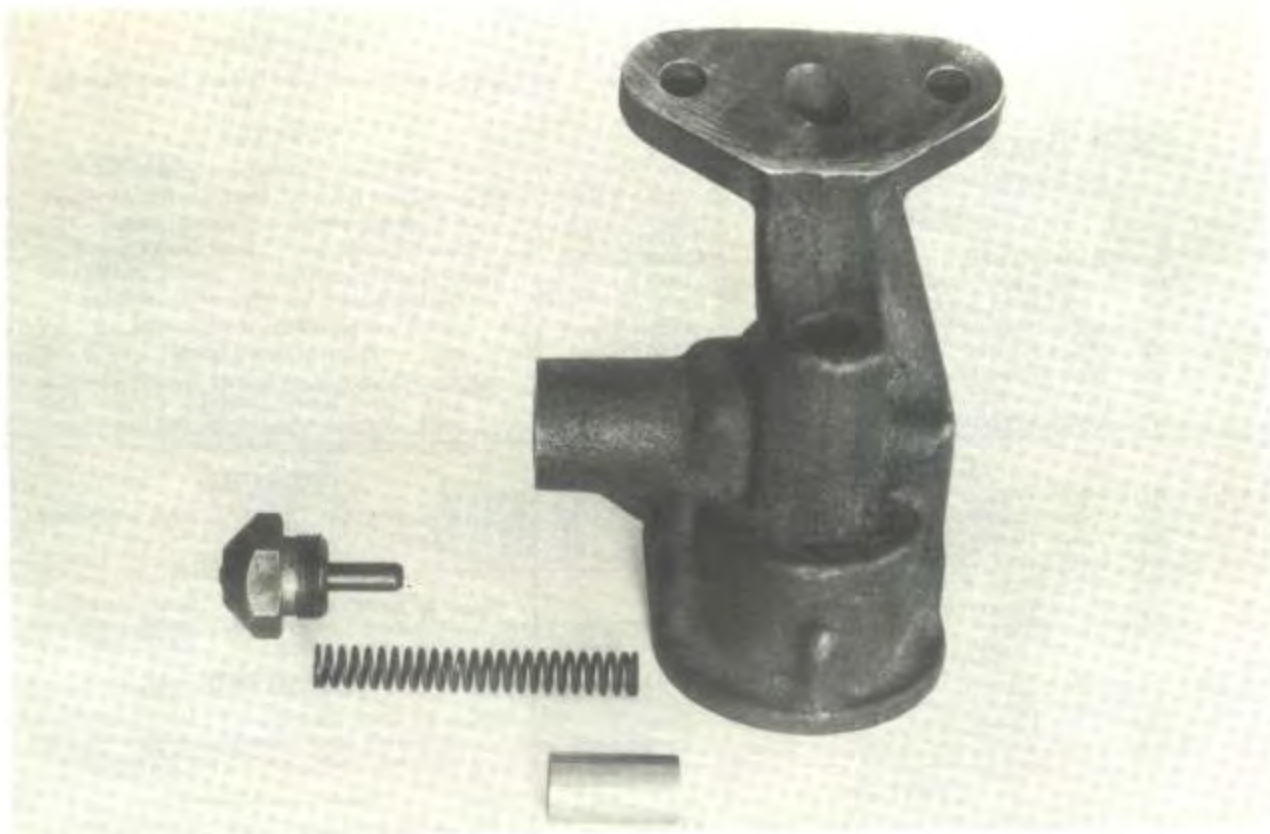


CIL PUMP DISASSEMBLED INTO
MAJOR COMPONENTS

You can see where the cover casting (on the right) should be machined to insure perfect mating with the body.



PUMP BODY SHOWING GEARS IN PLACE



RELIEF VALVE REMOVED FROM BODY

This shows new piston made from tool steel.



Thanks to Paul Culp for this informative little story, and especially for the great photos. This is exactly the sort of thing I am always hoping for, usually with disappointment. I realize this kind of photography is beyond the power of many of you, but it is not as hard as it looks. Uniform shadowless lighting and a plain light-colored background are needed. Although I think the pump photos were done with a 4 x 5 Speed Graphic -- the kind the "news photogs" used to have years ago -- any decent 35 mm. camera can produce comparable results with Plus-X (ASA 125) or even Tri-X or Ilford 400 (ASA 400) black-and-white film.

Oil pumps have changed very little over the past 50 years. Recently I had a remanufactured engine put in my 1979 LeSabre, and the oil pump in the new engine failed after only 3,000 miles. (The thing seized up solid, believe it or not, and the drive shaft split straight down the middle like you'd split a piece of kindling.) This genuine GM Mr. Goodwrench pump was replaced with a Belling pump. When the pump was taken out, I looked at it, and, except for the float, it looked just like the '37-'38 Buick pump. I had never heard of an oil pump failing in this way -- after all, they sit in a lake of lubrication--but the engine rebuilders later admitted they'd been having trouble with GM pumps. They really don't make 'em like they used to!

Bill



1938 Buick Delivered Price List

for Pittsburgh and Allegheny County

SPECIAL

MODEL		8-WHEEL	6-WHEEL
*46	Business Coupe	\$ 976	\$1023
*44	2-door Sport Sedan	1012	1059
*47	4-door Sport Sedan	1053	1100
41	4-door Touring Sedan	1132	1181
48	2-door Touring Sedan	1091	1140
46S	Sport Coupe, Opera seats	1086	1135
46C	Conv. Coupe, Rumble seat	1188	1237
40C	5-pass. Convertible Phaeton	1491	1540

CENTURY

61	4-door Touring Sedan	\$1364	\$1411
67	4-door Sport Sedan	1339	1386
68	2-door Touring Sedan	1323	1370
66S	Sport Coupe, Opera Seats	1293	1340
66C	Conv. Coupe, Rumble seat	1426	1473
60C	5-pass. Convertible Phaeton	1780	1827

ROADMASTER

81	4-door Touring Sedan	\$1800	\$1847
87	4-door Sport Sedan	1800	1847
81F	4-door Formal Sedan	1898	1945
80C	5-pass. Convertible Phaeton	2138	2185

LIMITED

91	6-pass. 4-door Touring Sedan	\$2319	\$2381
90	8-pass. 4-door Touring Sedan	2493	2555
90L	8-pass. Limousine	2596	2658

EQUIPMENT

Prices on reverse side include the following equipment:

SPECIAL

Bumpers and Bumper guards
Spare tire and tube -- Dual windshield wipers
Dual sun visors -- Dual tail lamps
Dual signal horns -- Dual fender lamps
Safety glass throughout -- Electric dash clock
DeLuxe heater -- Chrome wheel rings
Chrome license plate frames
Safety steering wheel

* NOTE--Models 46, 44 and 47 are not equipped with Safety steering wheel, Electric dash clock, Chrome wheel rings, DeLuxe heater, or Chrome license plate frames.

CENTURY

Same as SPECIAL, plus -- Dual windshield defrosters.

ROADMASTER

Same as SPECIAL, plus Dual windshield defrosters, Centerline dual radio, and Rear compartment clock.

LIMITED

Same as SPECIAL, plus -- Dual windshield defrosters, Centerline dual radio, Rear compartment clock, and six-ply white sidewall tires.

Six-wheel Equipment same as above, plus -- Extra wheel, tire and tube, and 2 metal tire covers.

White-sidewall tires standard equipment on all Convertible models, at no extra cost.

Self-shifting Transmission, optional equipment on SPECIAL only \$102.25

(over)

1938 EQUIPMENT & PRICES

Reproduced above is a "handout" card showing the delivered prices of 1938 models in Pittsburgh, Pennsylvania, as well as standard equipment. Of particular interest is the statement that the 40-series business coupe and "sport" sedans had the "regular" hard rubber steering wheel as standard and did not have several convenience or dress-up items that were standard on Special touring sedans and convertibles. There is some apparent inconsistency between this card and other 1938 accessories and options lists. For example: the rear compartment clock is shown in other lists as a "special accessory" for 80-series cars; the wheel rings, license plate frames and dash clock as an "extra group" for 40-series; and radios as "special accessories" for all series. However, a "special accessory" is not necessarily an "option" in the strict sense of the word. (See Volume III, Issue 7, pages 6-7.) The delivered prices are approximately \$90-\$150 above the "factory" prices. [Card courtesy of Jeff Morris (#108), Columbus, Ohio.]





PARTS FOR SALE



#	PART	PRICE
89	N.O.S. DIFFERENTIAL SIDE CARRIER BEARINGS '37+'38; SERIES 40,60	\$35.00 EA.
90	N.O.S. REAR AXLE BEARINGS '37-'39; SERIES 40,60	\$35.00 EA.
91	N.O.S. REAR AXLE PINION SHAFT BEARING (FRONT) '37+'38; SERIES 40,60	\$30.00 EA.
92	N.O.S. REAR AXLE PINION SHAFT BEARING (REAR) '37+'38; SERIES 40,60	\$30.00
93	USED STEERING WHEEL FOR '37 GOOD CORE	\$45.00
94	N.O.S. MASTER CYLINDER FOR '37+'38 SERIES 60	\$50.00
95	REBUILT MASTER CYLINDER FOR '37+'38 SERIES 60	\$25.00
96	N.O.S. OIL FILLER CAP FOR '32-'37 ALL SERIES	\$10.00
97	N.O.S. GAS CAP FOR '37 ALL SERIES	\$10.00
98	N.O.S. TORQUE BALL RETAINER INNER '38-'46 SMALL SERIES	\$15.00
99	N.O.S. TORQUE BALL SEAL FOR '38-'46 SMALL SERIES	\$5.00
100	N.O.S. OIL PUMP SHAFT W/ GEAR, IDLER GEAR, VALVE; '36-'39; SER. 60,80,90	\$40.00
101	USED REAR DOOR GARNISH MOLDINGS FOR '37+'38; CONV. SEDAN	\$75.00 PAIR
102	USED DOME LIGHT COVER FOR '37+'38 SEDAN	\$5.00
103	ASSIST STRAPS FOR '37+'38 USED	\$10.00 PAIR
104	RUNNING BOARD BRACKETS (2 PIECES USED)	\$20.00
105	THERMOSTAT HOUSING WITH VALVE FOR '37+'38; SMALL SERIES	\$20.00
106	REPRO DOOR LOCK BUTTONS FOR CONV. MADE OF BRASS NEED TO BE PLATED	\$10.00
107	1937 BUICK FULL COLOR FOLDER	\$75.00

A word to the wise: The above BEARINGS are rare and are in very short supply.

ALL PARTS ARE PLUS 10% SHIPPING

Dick Den Marderosian
125 Strasser Av.
Westwood, MA 02090
617-326-4306 After 7:00 E.S.T.

PARTS for SALE

38/60 left & right fenders	\$50 each
38/60 Hood	\$100
38/60 Trunk lid	\$25
38/60 brackets for trunk shelf & misc. parts	\$30
38/60 trunk 5-wheel rubber shelf mat	\$25
38/60 rear bumper	
needs replating	\$25
37/60 front bumper	
pitted but straight	\$25
37/60 firewall throttle linkage	\$25
37 Headlight bucket rt. side	\$20

37/38 small series spark plug cover \$35
37/38 left side sidemount tire cover(no logo) \$35
37/40or60 complete stainless steel moulding (missing cowl sections) \$75
Write needs with S.A.S.E.
Add shipping to all prices.
PAUL B. CULP, Jr. (#508)
RR#2, Box 411, Perkasio, Pa. 18944
res. 215/249-3166 bus. 249-9163





CLOSE OUT ON 1938 RADIO MANUALS

Excellent reproduction-\$6 each.

PAUL CUSANO (#052)
266 Passaic Avenue
Hasbrouck Heights, NJ 07604
201/288-1519 evenings.



PARTS FOR SALE:

37/38 Headlight Lens, \$40 pr.
37/80 Wheels, #5 ea.
37 AA2-Carb, \$100, 60/80 Ser.
37/38 New Vac. Adv. \$18 ea.
37/38 Inside Mirror, \$10 ea.
37/38 Gauges (No Temp) \$10 ea.
38 Speedometer, Nice \$35
38 Internal Guts, Headlights \$75
37 Trunk Lens, Red/White \$15 pr.
38 Radio Complete, Non Work, \$75
38 Steering Wheel Core \$50
37 Horn Ring & Center, \$50
38 Center Grill Stainless, Nice \$50
38 Special, Fuel Tank, Nice \$75
37/81 Fuel Tank, Nice, But Dents \$50
37/80 Complete Engine, Rebuildable.

37/38 Large Ser. Spark Plug Cover \$85
37/81 Complete Cowl \$100, No Ship.
37/81 Roof, \$100, No Ship.
8-37/81 Doors for Parts.
37/81 Door Posts, Nice, \$25 ea.

Above is just a sample of the parts available. Send S.A.S.E. with your needs for prompt reply.

Dave Lewis Restoration
3825 S. Second Street
Springfield, Ill. 62703
217-529-5290



PARTS WANTED



PARTS WANTED: 37/38 Buicks;

38/41 Rust Free Body. Will buy Bare Body or Complete car. Top Price Paid.
N.O.S Grills 37 or 38 Wanted.
N.O.S. Inside or Outside Door Handles.
Mint Trunk Hinges 37/80 series
N.O.S. Body or Trim Parts 37/38
N.O.S. Runningboard Antenna Wires.
N.O.S. Speedometers/Temp Gauges 37/38
N.O.S. or Mint Wiper Trans 37/38

I will buy any quantity of N.O.S or Mint Parts for any series 37/38 Buick. Mechanical/Body or Trim. Top Prices paid. Send your list, with prices for prompt reply and a check.

DAVE LEWIS RESTORATION, 3825 S. Second, Springfield, Ill. 62703

WANTED:

For 1937, Model 41: A wheel for 6:50x16 tire, i.e., 5"x16" in restorable condition and band-covers for starter motor and generator.

DON HOLL (529)
1206 Salisbury Place
Madison, W1., 53711
608/271-2624



Distinguished in Service

IMPRESSIVE size is not unusual in a car of the Buick LIMITED'S price class, and luxuriously fine interior appointments are of course to be expected.

What the LIMITED brings new to this field is a peerless brilliance of performance—a lightness of handling that entices you to take over the wheel, nimbleness that's demonstrated at every getaway from a traffic light. It can, for example, step from ten miles per hour to

sixty in a fraction over eighteen seconds. It levels out hills with quiet ease and is refreshingly frugal for a car of its inches.

Buick's roominess is something appraised at a glance. Its richness of finish is equally self-evident. But for the real measure of its distinction, we suggest you take this car out on the road. After such a test we'd like to ask you—can you name a car that equals the LIMITED within a thousand dollars of its price?



"Better buy Buick!"
A GENERAL MOTORS VALUE

"Mention the Geographic—It identifies you."